SPECIFICATION AMENDMENTS

Please amend paragraphs 0009, 0016-0018, and 0022 as follows.

[0009] It is feasible to initiate the transition from one level to the next if the engine impinges on a structure adjoining the engine compartment. In the event of a frontal impact this may be the body structure adjoining the engine compartment, for example, or the engine compartment rear ~~bulk~~ bulkhead separating the engine compartment from the passenger compartment.

[0016] ~~Figure 1 shows a~~ Figures 1a, 1b, and 1c show sectional ~~representation~~ representations of a force-transmission element according to the invention in three different positions, and

[0017] ~~Figure 2 shows a~~ Figures 2a, 2b, and 2c show side ~~view~~ views of a further exemplary embodiment of a force-transmission element according to the invention.

[0018] ~~Figure 1 shows a section~~ Figures 1a-1c show respective sections through a force-transmission element 1 according to the invention. The force-transmission element 1 comprises a first impact plate 2 and a second impact plate 3 aligned parallel to the first plate. The two impact plates 2 and 3 have mountings 4, which serve to accommodate bars 5 arranged between the impact plates 2, 3. The bars 5 are arranged at a specific angle to the impact plates and

serve to transmit force between the two impact plates 2, 3. In order to ensure a reliable transmission of force from one impact plate to the second impact plate via the bars 5, at least three bars are arranged between the impact plates 2, 3. If the reliable transmission of force is also ensured in some other way, it is also feasible to provide just two bars between the impact plates 2, 3.

[0022] The working principle of the force-transmission element 1 according to the invention will be explained below with reference to Figures 1b and 1c. When a vehicle strikes an obstacle in the event of a crash and the impact force is absorbed by a bumper unit, the force is then introduced into the force-transmission element 1. At this instant the force-transmission element 1 assumes the rigid state represented in Fig. 1a. At this level the forces are transmitted through the force-transmission element 1 into assemblies arranged behind the force-transmission element 1, in particular into an engine block. As a result a greater resistance is offered to the impact at a very early point in time, so that the deceleration of the vehicle likewise commences very early. As a result of the impact force being introduced into the engine, the engine is displaced rearwards in the engine compartment towards the body structure defining the rear boundary of the engine compartment. The bumper unit, force transmission element and engine therefore start to shift en bloc. Because an intrusion of engine compartment assemblies into a vehicle passenger compartment beyond a certain limit is undesirable, this shifting en bloc occurs

only until the engine touches the rear area of the engine compartment, for example an engine compartment rear ~~bulk~~ bulkhead, or until a certain degree of intrusion has developed depending on the intensity or severity of the accident.